

# Bristol News.

FRIDAY, October 30, 1868.

FOR PRESIDENT,  
ROTARIO SETH MOORE.

FOR VICE PRESIDENT,  
GEN. FRANK P. BLAIR.

Since the "Knoxville Press and Herald" threw up the sponge, "on the very first orange telegram from the October elections, that journal has kept pretty generally a column for "railroad matters." Gifted with eloquent powers, he says men, not as trees walking, but "revolving around General Mahone." They were something like Satellites, the editor thinks, and as he dislikes satellites, he has but a restrained admiration for the object of their orbital devotion. He fires a blank cartridge at Mahone, believing he is an excellent railroad man, but not quite good enough for the Press and Herald. Two charges are made against that official—first, that he did take off the extra passenger train; and secondly, that he has not built a portion of the Orange & Alexandria road for Mr. Barbour. The first charge is effectually answered in the article, viz.: it did not pay; and as the V. & T. R. R. was thrown upon General Mahone in an almost insolvent condition, he very promptly did away with this and many other ornaments. We understand that the V. & T. R. R. lost \$30,000 last year by running the extra passenger train. During the month of September of this year the revenues from passengers are \$10,000 in excess of the corresponding month of last year and the excess of revenue from this source during the whole of this year will show the wisdom of taking off the extra passenger train and of keeping it off.

As to the second charge, the V. & T. R. R. was built prior to the building of the O. & A. R. R., and we presume the bare statement of the case is enough to convince reasonable minds that Mr. Barbour should complete his own arrangements and perfect his own connections.

On the 26th of March, Gen. Mahone wrote Mr. Barbour, proposing to cooperate with him in making the connection "upon the part of your (his) road," and added: "If you should concur in adopting the proposed scheme, we are ready to determine the terms upon which your company shall occupy such part of our V. & T. R. R. Company's lands as is contemplated by the plan, and the terms upon which the passenger shed, which it embraces, should be constructed on joint account of the three roads; and we should be glad to know within what time you would propose to execute your part of the work. On the other hand, if the plan is not acceptable, I would desire to see up to our road of that power, a rival road to the route, V. & T. R. R. Line—by the means of which we can compete well with our competitor for the trade of the country to which I have referred, my desire being that there would follow in its wake a general improvement of the road, which it is clear to my view that the most disastrous consequences would be liable to follow from the admission of a policy of that description."

"In the first stage of the proposition, as I have stated it, I can well perceive an advantage to be derived by all the roads West of Lynchburg, for any trade which might be diverted by such a route, from the Air-Rail routes contending against our Air-Line would be so much gain, but I cannot, however, be induced to give up the interest of those roads, which may be gained by the formation of an "Air-Rail" for, and as a competing route agains our Virginia and Tenn. Air-Line."

To which Mr. Barbour replied:

"In your communication you treat the matter of a connection at Lynchburg exclusively as bearing upon the passenger business. For this last object alone our company could not undertake to incur such large expenditures."

"It will therefore be seen that the matter of the connection, and the freight business which may be engaged between the two roads are connected, and must shape the final course of our company."

Mr. Barbour here goes further than the Press and Herald, and opens up again the old dispute about tonnage on freights. We propose now to give the editors a chance—a few revolutions around General Mahone, promising that they would ravish a little more about his government and a little less about Mr. Callaway, they would be some less informed in matters pertaining to Virginia railroading. We publish for their benefit a portion of a letter from that gentleman addressed to date of April 20th, to Messrs. Tate, Callaway and Beaman, and we bespeak for them after we have read a better understanding of the matter. We have no desire to make any progressive war upon Tennessee railroad masters, but the Press and Herald seems so well informed upon them that we may have to ask him some questions concerning them. The same old policy has been tried, and has accomplished much, but not nearly enough. We dear a modicum to have a full showing. Gen. Mahone is the head and front of the system. Strike him down and the masses die. Hold up his hands and give him a clear field and he will reflect upon the Press and Herald, who is, as yet, only once persuaded. We could ask some questions of our contemporaries touching the local interests of Tennessee in railroad matters, and may yet do so. The Press and Herald tell why a certain "Fast French" line fell through. We pray for an answer.

Gen. G. J. Cooke presented yesterday the concluding argument. It was a discourse of very unusual ability. Subject—the Apostolic Succession.

ASSUMING the election of Gen. Grant as conceded, the entire kernel of Radical editors from the N. Y. Tribune down to the small pie sheets embellished with mottoes of Zingari Bitters and Louis Horne Powders are yelling in the public ear, the predicting that very soon the Democratic press will become falsose and disgusting in its lamination of their vicious leader. All very right. Now we, after suggesting that "there is many a slip between the cup and the lip," predict that if the vile slanders they have heaped upon a prostrate for should prevail, and Gen. Grant attain the Presidential eminence, in less than one year these same journals will try to bind him down with the stereotyped cry of "rebel," "traitor," "mugger," and other elegant but perverted expressions. They know that Grant is not their representative man; that they could not elect one who is, and now they are but endeavoring to commit him to their woful and brutal programme. Spot them and remember but go and vote for Seymour.

The "Press and Herald" and the Abolition Virginians are warring upon Gen. Mahone. For some reason, unattributable to us, they are dreadfully solicitous of the welfare of the Orange Road. It is to be supposed J. A. Smith, the editor of the "Daily Virginian," is the author of the article, viz.: it did not pay; and as the V. & T. R. R. was thrown upon General Mahone in an almost insolvent condition, he very promptly did away with this and many other ornaments. We understand that the V. & T. R. R. lost \$30,000 last year by running the extra passenger train. During the month of September of this year the revenues from passengers are \$10,000 in excess of the corresponding month of last year and the excess of revenue from this source during the whole of this year will show the wisdom of taking off the extra passenger train and of keeping it off.

We hazard but little in saying it emanated from the clearest head and strongest will in Virginia.

"I understand the purpose of the Convention, as expressed in the resolution to which you refer, to be the establishment of an air-mail route as a competing against other air-mail routes connecting with our Air-Line or post rail and mail Waterroute for the trade of the country. It seeks to command, and not that it was intended to set up a competing route to that end."

"In the first stage of the proposition, as I have stated it, I can well perceive an advantage to be derived by all the roads West of Lynchburg, for any trade which might be diverted by such a route, from the Air-Rail routes contending against our Air-Line would be so much gain, but I cannot, however, be induced to give up the interest of those roads, which may be gained by the formation of an "Air-Rail" for, and as a competing route agains our Virginia and Tenn. Air-Line."

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